

TONOPAH DAILY BONANZA

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MEMBER NEVADA PRESS ASSOCIATION

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THE TEST VOTE.

THE Wilson administration is in the throes of dissolution. It is a house divided against itself that must fall for want of cohesion and support. The president has arrogated to himself the right to use the party whip for the purpose of carrying through his own narrow ideas of statesmanship. Should he succeed the history of the Cleveland administration will be repeated and the Democracy banished to the archaic shades whence it emerged after a quarter of a century of futile protest against the constructive policies of Republicanism. Every good measure so far carried by the Wilson followers has been nothing more than the consummation of policies begun by Taft and defeated through the machinations of a Democratic house.

Wilson would not discriminate against the ships of foreign nations but he is perfectly willing to discriminate against ships that fly the Stars and Stripes. He would drive our infant merchant marine from the ocean and continue to pay British, Japanese and German ships for carrying mails across the Atlantic and Pacific. He would have every seaman branded with the Union Jack, the double headed eagle of the Hohenzollerns or the sunburst of Nippon before he could apply for a job before the mast or at the mouth of the fiery furnaces that furnish energy to the armadas of other countries.

A few stalwart statesmen of the Henry Clay and Jefferson type have made a stand against this subversion of patriotic interests but the fiat has gone forth from the White House that he who must be obeyed has decreed the passage of the bill repealing the toll exemption clause. One of his mouthpieces declares toll exemption would cost the United States a loss of \$20,000,000 revenue in ten years and offers this as his strongest argument for levying tolls on coastwise and foreign traders flying the American flag. The sum mentioned is a mere bagatelle in the game of world's control that the powers are playing. The Republican party paid more than that aggregate every year for the upbuilding of the steel and kindred industries which now command the world's markets. No one has dared to question the sagacity or statesmanship of the protective policy in the days when this nation was an industrial stripling.

Senator Jones of Washington has stripped the grisly cadaver of British intrigue of its bloody cerements and exposed the skeleton of the conspiracy hatched against the supremacy of the American people. He charges the Canadian Pacific railroad, a government corporation, with backing the movement to discriminate against American ships. The Canadian Pacific is a road built with British capital as a war measure and is kept up as a military exigency as a protection against possible hostilities with the United States. This road owes its conception and execution to the talented Disraeli, whose prophetic vision foresaw the time when all would not be peace with the United States and his sovereign would stand in need of a line of transportation that would not be beholden to any foreign power for right to travel. His genius suggested the system that extends from Halifax, N. S., to Vancouver, B. C., and his successors supplemented this bold stroke by adding lines of steamships on both the Atlantic and Pacific oceans. These fleets would be handicapped by any preference shown American vessels which could haul coal from Nova Scotia to Seattle for a fraction of the cost incurred by the all rail route. The Canadian Pacific, with its marine, would be granted special privileges denied ships owned by American railroads as this country could not legislate against their operation. This is the meat in the omelet for the nation to digest. If a Democratic Congress orders the disbandment of the merchant marine working in unison with American railroads and then declares independent American ships have no more rights on the isthmus than foreign competitors we had better haul down the American flag and offer our navy for sale to the highest bidder.

San Diego should not lose any time in seeing to the construction of the eastern outlet from that city which has been banked on as the main feeder for the exposition of next year. If tourists have to pay tribute at the Los Angeles gateway the chances of the exposition will be greatly impaired, but if quick work is done to open eastern connections with the Spreckels road San Diego will come into its own and at one bound leap from a quiet residence

Famous Race of the Oregon

THEN and NOW

Sixteen years ago today the battleship Oregon began the most remarkable long distance race against time in all naval history. On this date in 1898 it left San Francisco to join the warships in Atlantic waters. There was an effort to surround the Oregon's movements with secrecy, but everybody guessed her mission and bets were made on the success of the trip. Tension relaxed for a time after the Oregon appeared at Callao, Peru, her first stop, but it became the more acute as she steamed southward toward the Straits of Magellan, where a Spanish torpedo boat lurked and tempestuous seas made the passing of the straits hazardous. After 33 days out of San Francisco the Oregon dashed into the Atlantic and up the coast, evading the Spanish warships reported lying in wait for her. On the evening of May 24 she steamed into Jupiter bay, having covered the 14,000 miles in 67 days. The record trip made her commander, the now Rear Admiral Charles E. Clark (retired), a national hero.

Today the Oregon's trip may be safely recorded as the only one and the last of its kind. No other warship is likely to be called upon to make the circuit of South America. Before another war can come to pass, the gateway of the oceans will have been opened at Panama. Then a modern battleship steaming at the same rate as the Oregon might make Jupiter bay, Florida, from San Francisco in less than 20 days. She would not suffer for want of coal, as did the Oregon. She would need to refill her bunkers but once, and this while passing through the canal. During the 8 to 12 hours' passage of the isthmus her machinery and barnacles, the bane of high speed, would be cleaned. Thus refreshed the battleship could dash across the Gulf of Mexico and into battle line well stocked with both fuel and ammunition.

town to a bustling metropolis. That the first port of entry in the United States after leaving the isthmus has lagged in the race is due to the absence of transportation facilities and the necessity for travelers to take a roundabout course to reach their destination.

Clay Tailman is a worthy type of the boosting that Tonopah needs. His latest effort is a call for a plat of the town of Tonopah to be incorporated in a new map of the State of Nevada which the government is preparing for general circulation. Let everybody else join in placing Tonopah on the map by boosting instead of knocking the local mines, which have no peer in the world for bottomless riches.

Elko county, that stronghold of Democracy, does not like the way the Gazette sizes up the situation and there is talk already of trying to bury differences to prevent Republicans from capturing all local offices. It is needless to say on what side the Cattle Owners' Association is in this great tax immunity proposition.

The perennial optimism that radiates from Goldfield was never better illustrated than by the present advance in stocks of that camp. Boosters always have faith in their home properties and a little of the same ginger instead of knocks would help Tonopah a lot.

The San Francisco Bulletin must think we have some real deep mines in Tonopah when it states the West End is sinking from the 8800 to the 12,000 foot level. However, it is very good advertising and no one is hurt.

When Sacramento pastors began holding services for the army of unemployed the unwashed fled to the swamps of Yolo county.

INTERESTING SIDELIGHTS

Texas is as fertile in explanation as it is in action.—Baltimore American.

The female of the species is more destructive than the male.—Philadelphia Ledger.

El Paso claims to be the "door to Mexico" but Yon Lind is the dumb waiter.—Washington Post.

Untermyer and Brandeis suffer from the corporation company they used to keep.—Philadelphia Record.

It oughtn't to be hard to regulate teachers' salaries in this State. There is very little to regulate.—Baltimore Sun.

Senator Tillman is now after the coal trust, he being peevish at coal because it smokes.—Boston Transcript.

Why not appoint Governor Colquhoun as special commissioner to pacify Mexico? He seems to be aching for the job.—Chicago Post.

Congress, yielding to the president's suggestion, is to remove the national honor from the list of commercial assets.—Chicago News.

If Roger Sullivan should fall this time he might finally reach the Senate by becoming a popular baseball magnate.—Chicago News.

The staid old Monroe Doctrine will soon enter upon its duties as chaperon to the giddy young Panama canal.—Cleveland Plain Dealer.

It may be that the slashing of the Velasquez "Venus of the Looking Glass" was the result of suffragette envy.—Cincinnati Commercial Tribune.

If Mrs. Pankhurst is "the most beautiful character in history," we can't help feeling a certain amount of sympathy and commiseration for the person who runs second.—Philadelphia Inquirer.

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FOR RENT

One room cabins, furnished.
South St., near Miners Hospital \$12.50
Summit St., near Library \$10.00
Florence Ave. \$2.50
Two Room Houses, Furnished—
Central St. and Butler Ave \$12.00
Florence avenue \$17.50
Prospect St., near Hospital \$12.50
Prospect St., opposite school \$10.00
Three Room Houses, Furnished—
South street, near hospital \$22.50
Corner South and Cross \$20.00
Florence Ave., next to Justice court \$20.00
Five Room Houses, Furnished—
Utah St., near old school \$22.50
University St., opposite new school \$30.00

S. R. MOORE & CO.
106 South Main Street
TONOPAH NEVADA

J. C. Robertson STOCK BROKER

MINING INVESTMENTS

All Stocks Bought and Sold on San Francisco and Eastern Stock Exchanges
Member San Francisco Stock Exchange

Telephone 912-109 Main St.

TONOPAH : : : NEVADA

ERNEST RACKLIFF

has an auto stage running from

LUNING TO GOLDFIELD

The roads are excellent and distance 28 miles.

Auto can also be had for trips to any point in this district.

Arrange by letter or wire.

ERNEST RACKLIFF
LUNING, NEV.

COLONIST FARES

TO TONOPAH

March 15 to April 15



New York \$59.15
Chicago 42.15
St. Louis 39.65
New Orleans 39.65
Kansas City 34.15
Denver 34.15
From other points correspondingly low.

TONOPAH AND GOLDFIELD
RAILROAD COMPANY

FOR SALE

One Underwood Typewriter. installment plan
One Herring-Hall-Marvin Safe. installment plan

We can put you in a modern seven room house completely furnished, one of the most ideal homes in Tonopah, location superb, everything up to the minute, for only \$1900.00. If you want a real home don't buy until you see this one.

We have several other bargains in three and four room houses. If you want a home we can put you in one at your own price and terms. See us today. Real bargains don't stay in our office long.

NATIONAL REALTY & INVESTMENT CO.

208 Main Street Telephone 1902
Offices: Tonopah Sewer & Drainage Co., in connection

UNDER NEW MANAGEMENT

NOW READY TO GREET THE PUBLIC

THE MINERS' EXCHANGE SALOON

has been leased by Joe Monahan and Jack Murphy, and these gentlemen assure all patrons that their stock of cigars, liquors, beers and cordials will consist of only the standard brands of goods dispensed by a first-class resort.

OPEN ALL NIGHT

THE PUBLIC INVITED

THE BANK BUFFET

ARTISTICALLY ARRANGED UNEXCELLED SERVICE
AN ATMOSPHERE OF CONGENIALITY AND GOOD FELLOWSHIP

WALTER DRYSDALE, Proprietor

THE TONOPAH BANKING CORPORATION

Organized 1905

UNITED STATES DEPOSITORY FOR POSTAL SAVINGS FUNDS
A General Banking Business Transacted

Exchange bought and sold on All Parts of the World. Our Safe Deposit Boxes are in an Absolutely Fire Proof Vault

Money Transferred by Wire and Cable to any of the Principal Cities of the United States and Europe.

EVERY COURTESY SHOWN OUR CUSTOMERS

SEE THE

CELEBRATED SOUBRETTE

IN SINGING AND DANCING

Who will perform in some of their latest specialties every hour each night at the

BIG CASINO

Change of Program and Moving Pictures Nightly

HEADQUARTERS FOR

POULTRY and STOCK FOOD

THE RIGHT KIND

LOTHROP-DAVIS COMPANY

LATEST THINGS IN

Electrical Cooking Appliances

At Reasonable Prices

THE NEVADA-CALIFORNIA POWER CO.

TONOPAH, NEVADA

GOLD MEDAL FLOUR A NEVADA PRODUCT FOR NEVADA PEOPLE

Every sack absolutely guaranteed to the consumer. To be had at all stores. Ask for it and insist on getting this. Accept no other as a substitute.

McLEAN & McSWEENEY, Distributors.

TONOPAH HARDWARE CO.

Successors to Nye County Mercantile Company

SOLE AGENTS FOR

Mazda Tungsten Lamps

Caloric Fireless Cookers

MILBURN WAGONS

Universal Stoves and Ranges

TONOPAH HARDWARE CO.

FRESH MEATS

FISH and POULTRY

We Handle Only First-Class Nevada Beef

TONOPAH-GOLDFIELD MEAT MARKET

SEND YOUR NEXT TELEGRAM OVER

Postal Wires

Tonopah Industry for Tonopah People

FREE SERVICE

The accounting and auditing of all your transactions involving the payment of money will be taken care of gratis, if you have a checking account with the Nevada First National Bank. Every month your checks will be returned to you, cancelled, with a statement of your account. This will provide you with indisputable receipts for payments made.

NEVADA FIRST NATIONAL BANK
TONOPAH, NEVADA.

A Suggestion of Spring Flowers

Our new perfumes suggest the balmy odors of springtime. Each odor in the assortment was chosen because of its naturalness, charm and permanence. The best

FOREIGN AND DOMESTIC PERFUMES

are included in the lot. Sold in bottles or in bulk. We buy carefully and we want your approval of both the perfumes and the low prices we ask.

Triple Extracts, Quadruple Extracts, Colognes, Sachets, Toilet Waters, Etc.

Come in and sample them—you'll find one that will become your favorite odor.

Prouty's Union Drug Store

We Pay Parcel Post Charges Within 2nd Zone

OWN A HOME IN
SUNNY, FERTILE

CALIFORNIA

In Sonoma county, 21 miles from San Francisco, where soil and water are all that could be desired, we are offering 1,000 acres for sale, subdivided into 5 or more acre tracts. This property is near Petaluma, on the electric line. 100 acres are in 2 year old Gravenstein Apples, 50 acres in 3 year old Gravenstein, the balance in the finest kind of sandy loam, suitable for vegetables, chickens, or fruit (good climate, fine water, settled neighborhood). Easy terms.

Send for Illustrated Booklet of Sonoma County. It Describes Our Land in Detail.

CALIFORNIA LAND SALES COMPANY

(Members Santa Rosa Chapter of Commerce)
403-456 Hearst Building
San Francisco